

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5909

二月初十年四十三緒光

MONDAY, OCTOBER 26, 1908.

一拜禮

號六十月十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS—  
Sinking ..... \$15,000,000  
Silver ..... \$14,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
E. Shilling, Esq., Chairman.  
Hon. Mr. W. J. Gosses, Esq., Deputy Chairman.  
E. G. Barrett, Esq.  
G. Frisland, Esq.  
O. S. Gabbay, Esq.  
W. Helms, Esq.  
O. R. Lessmann, Esq.  
R. Shaw, Esq.  
Hon. Mr. H. A. W. Slade.  
H. E. Tomkins, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th October, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per Cent. per annum.

Depositors may transfer at their notice balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 15th January, 1907. [28]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000  
ABOUT MEX \$7,122,322

RESERVE FUND ..... GOLD \$3,350,000  
ABOUT MEX \$7,122,322

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per Cent. per annum.  
" 6 " 4 " " "  
" 3 " 3½ " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1908. [25]

### NETERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberbon, Tegal, Pecalongan, Pascoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.  
Do. 6 " 4 " "  
Do. 3 " 3½ " "

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July, 1908. [26]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHEFOO, TIENTSIN, KOBE, PEKIN, NAGASAKI, NEWOHWANG, DALNY, LONDON, PORT ARTHUR, LYONS, ANTONG, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:—

For 12 months ..... 5½ per Cent. p.a.  
" 6 " ..... 5 " "  
" 3 " ..... 4½ " "

TAKKO TAKAMICHI,  
Manager.

Hongkong, 12th September, 1908. [23]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,525,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent. p.a.  
" 6 " 3½ " "  
" 3 " 3 " "

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koeningliche Sankhandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel, Land, Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

### THE SAVOY,

13, Queen's Road Central.

### FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { DELHI ..... About 30th Oct. } Freight and Passage.  
Capt. J. D. Andrews, R.N.R.  
LONDON, &c., via usual Ports { ASSAYE ..... 31st Oct. } See Special Advertisements.  
Capt. C. L. Daniel  
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { SUMATRA ..... 4th Nov. } Freight and Passage.  
Capt. E. W. Bruce  
SHANGHAI, MOJI, KOBE & SOMALI { Capt. A. G. Cubitt, R.N.R. } 28th Oct. } Freight and Passage.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 23rd October, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

AGENTS FOR

AQUASCUTUM RAINCOATS.

THE ACME OF

SMARTNESS, COMFORT & DURABILITY.

\$45.00 each.

OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO. [38]

## V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 22nd September, 1908. [40]

### THE ELECTRIC TRACTION COMPANY OF HONGKONG LIMITED.

## NOTICE.

On and after the 1st November, 1908, and until further notice, the schedule of fares will be as follows:—

KENNEDY TOWN TO CAUSEWAY BAY } 10 cents first class.  
(any distance) } 5 " third "

CAUSEWAY BAY TO SHAUKIWAN ..... } 10 " first "  
(any distance) } 5 " third "

Monthly tickets available for any number of journeys on any section of the line, for one Calendar month, may be obtained on application to the undersigned.

The charge for these tickets is \$10 each.

Monthly tickets are issued subject to the Bye-laws and Regulations of the Company, and to the following conditions:—

Payment to be made in advance in Hongkong Bank notes.

The tickets are not transferable and are available only during the month in which they are issued.

No refund can be made in respect of unexpired tickets.

SHEWAN TOMES & Co., J. GRAY SCOTT,  
Agents, General Manager.

Hongkong, 15th October, 1908. [914]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. ..... \$5.00  
Do. do. do. do. 'Monday' do. .... \$6.00

### CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUOHOW LINE.

(At Dock) S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

### EXCURSION TO MACAO.

On SUNDAY, 1st November.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Manager. [1]

Hongkong, 13th June, 1907.

### GRAND CARLTON HOTEL

AND

ANNEXE,

8 & 10, Ice House Road.

Cable Address: "GRAND."—Telephone No. 812.

The Most Luxurious, Quiet and Comfortable private Hotel.

Secluded from the endless noise of Jinrickshaws.

Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

Hongkong, 9th October, 1908.

MANAGER. [790]

### ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine and

separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate.

First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BEUMENTHAL,

Manager.

Telephone, 170.

Telegrams "Astor."

[908]

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [5]



## Mails.

## NORDDEUTSCHER LLOYD,

BREITEN.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About WEDNESDAY, 4th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZESS ALICE" Capt. G. Rott	WEDNESDAY, Noon, 4th November.
MANILA, YAP, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 5th November.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	Middle of November.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 23rd October, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Martin	27th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHC	Guionnet	9th Nov., P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Broc	10th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through-Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th October, 1908.

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—13 DAYS.

LONDON AND PARIS—26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

## Proposed Sailings:

CORSE ..... 26th Nov. AMIRAL MAGON ..... 11th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &amp;c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 21st October, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANY.

Hongkong, 26th March, 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., Ltd.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

JAVA-CHINA-JAPAN LINE.  
REGULAR, THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAHI	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJILIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LINE.

Telephone No. 375,

YORK BUILDINGS, 1st Floor,

Hongkong, 14th October, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

## Hotel.

## HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1904.

## NANNING THE MERCHANT SERVICE.

## THE SHIPOWNERS' REPLY.

It is unfortunate, writes a correspondent who is closely in touch with shipowners, that when the British nation is favoured with information about our mercantile marine it is frequently unreliable and incorrect. According to Mr. H. A. Riddale's article in the *Pail Mail Gazette* of the 16th inst., little seems to have been done to improve the status of the average sailor in the merchant service since the death of Samuel Plimsoll, which is a surprising statement. It is evident that the "close inquiry into affairs as they at present stand," which is recommended, has not been carried very far, or it would surely have resulted in some different conclusions to those enumerated in the article in question.

In the first place, the proportion of British seamen employed in the mercantile marine as compared with foreigners is easily ascertainable, because the Board of Trade publish the figures annually in the Return on the Progress of Merchant Shipping, Table No. 25, containing the actual figures, and there is consequently no need for rough estimates and imaginary deductions. There were 188,340 British persons employed in 1906 in the merchant service, 38,084 foreigners, exclusive of 44,367 lascars and Asiatics, making in all 270,871 persons.

As there are, no fewer than 181,340 British subjects employed therein, being an increase of 7,830 on the 1905 figures, the estimate of a possible 44,000 seamen, excluding fremen and stewards, is calculated to convey a wrong impression as to the supposed preponderance of foreigners. The percentage of foreigners is 20.22, which is by no means excessive for a shipping trade which is so largely employed in the conveyance of the foreigners' produce and commodities. Most of the long-standing grievances on which such stress is laid have been dealt with long ago, and although it is idle to pretend that further improvements are impossible, much has been done to remedy any unsatisfactory service conditions for seamen and firemen in British vessels. The better dietary which shipowners are advised to adopt is already in existence on a compulsory scale, on all sea-going vessels, as the outcome of an Advisory Committee's deliberations, on which the seamen's interests were well protected.

I do not think that certain prominent parliamentarian and other advocates will quite relish the suggestion that sailors have had "few, if any, champions inside or out of Parliament since Samuel Plimsoll died." The world has, after all, moved since that deplorable, but distant, event, and the shipping trade has not stood still, as a brief reference to the recently revised and extended Merchant Shipping Acts, and some Blue-books, would clearly establish.

The payment of wages at the end of the voyage is not attended with the drawbacks alleged and is undoubtedly a distinct advantage to the seamen who are paid off at a shipping office with an independent official to act as arbitrator and settler of all disputes between the master and the men. Advances are regularly made against wages, either to seamen in foreign ports or by allotment letter to his relatives at home, or by both methods; and any attempt to defraud seamen by passing off depreciated money at the face value, if attempted, would certainly not be allowed by the Marine Superintendents at the end of the voyage.

The terms of the agreement under which the men are engaged are invariably those of the recognised form prepared by the Board of Trade, and the conditions are fair and reasonable in view of the nature of the work to be done. No British seamen are employed at such a wage as £1 per month. Untrained youths or inexperienced greenhorns may start at £2 10s. per month, all found, on the ordinary seaman rating, but the average wage of the qualified seaman and fireman is nearer to £4 10s. per month, and foreigners are paid the same wages when shipped in British ports—it is not their cheapness, but their better training, discipline, and sobriety which have commended them to their actual employers, the British shipmaster and chief engineer respectively.

In the experimental stages of the Workmen's Compensation Act the seaman was excluded for sufficient reasons, which it is needless to recapitulate because the exclusion no longer obtains, and the advocacy of this "reform" is therefore a needless measure. And it may be that some of the other "grievances and disadvantages associated with the Merchant Service" might prove equally unfounded if they were disclosed. But surely it is a curious way to encourage parents and guardians of loafing youths at the seaports to turn their attention to the merchant service by adducing such non-existent grievances as those referred to instead of taking the trouble to ascertain the actual conditions of service in the Mercantile Marine. The fact that some 270,000 persons—free men—are now employed in British ships might have given pause to any idea that the life is devoid of compensations and is full of hardships which could be remedied if British shipowners were not "devoid of any latent spark of patriotism." Is it conceivable that one half of the great British fleet of some seventeen and a half million tons' register could really be worked by 38,000 foreign seamen? What are the other 83 per cent. of British seamen doing who are simultaneously employed in the same vessels? It may be a big subject, this proposed re-anglicising of the British Mercantile Marine, but no useful purpose can be served by disregarding the facts of the case as ascertained by the appointed authority, the Board of Trade. And those facts clearly disprove the alleged preponderance of foreigners in British vessels.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAIN,

Manager.

Hongkong, 22nd June, 1905.

## Public Company

THE DRY FARM COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWELFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, TO-MORROW, the 27th October, 1908, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th October, 1908, both days inclusive.

By Order,

S. A. SETH,

Secretary.

Hongkong, 16th October, 1908.

## Intimations.

## SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &amp;c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE

CANTON EMBROIDERY and CHINESE

LACES,

all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 16th October, 1908.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE

## WEEK DAYS.

7.00 a.m.	Every 10 minutes
7.30 a.m. to 9.30 a.m.	Every 15 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.30 a.m.	Every 15 minutes
11.30 a.m. to 12.30 p.m.	Every 15 minutes
12.30 p.m. to 1.30 p.m.	Every 15 minutes
1.30 p.m. to 2.30 p.m.	Every 15 minutes
2.30 p.m. to 3.30 p.m.	Every 15 minutes
3.30 p.m. to 4.30 p.m.	Every 15 minutes
4.30 p.m. to 5.30 p.m.	Every 15 minutes

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 15 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 12.00 noon	Every 15 minutes
12.00 Noon to 1.00 p.m.	Every 15 minutes
1.00 p.m. to 1.30 p.m.	Every 15 minutes
1.30 p.m. to 2.00 p.m.	Every 15 minutes
2.00 p.m. to 2.30 p.m.	Every 15 minutes
2.30 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 3.30 p.m.	Every 15 minutes
3.30 p.m. to 4.00 p.m.	Every 15 minutes

## NIGHT CARS on Week Days.

Leave at 11.15 p.m., 11.30 p.m., and 1.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 6th June, 1907.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

## THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Kienle, Rosen, Jobert, Volz, and others, combines all the desiderata to be sought: a medicine of the blood, and cures every disease.

THERAPION No. 1 is a rapidly acting, powerful, and safe remedy, cures all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It cures gonorrhoea, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found exceptionally efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a powerful purifier of the blood, cures scurvy, pimples, spots, blotches, pains and swelling of joints, secondary syphilis, gonorrhoea, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of sufficient tissue and ruin of health. This preparation cures the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 is a powerful purifier of the blood, cures scurvy, pimples, spots, blotches, pains and swelling of joints, secondary syphilis, gonorrhoea, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of sufficient tissue and ruin of health. This preparation cures the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION is sold by principal chemists and druggists throughout the world. Price is 1/6 and 2/6 per bottle. A complete set of the three numbers required to observe the Trade Mark, which is a fac-simile of a "Therapion" tablet, is enclosed in the British Government patent in white letter on a red ground affixed to every bottle. A leaflet of the Therapion is also enclosed.

Sole by all Chemists.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.

1/6 and 2/6.







## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS & DRUGGISTS,  
&c., &c., &c.BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.WATSON'S BALM OF ANISEED,  
\$0.50 and \$1.00.

A reliable remedy for all severe, acute, chronic, and lingering coughs and colds. Relieves hoarseness, sore throat, tickling in the throat, and difficulty in breathing.

WATSON'S GOLD-CURE TABLETS,  
\$0.60.

Speedily relieves influenza, cold in the head, sneezing, &amp;c.

WATSON'S COUGH LOZENGES,  
\$0.75.

For alleviation of bronchitis, hoarseness, coughs, asthma, colds, and disorders of the throat and lungs.

WATSON'S  
WILD CHERRY COUGH SYRUP,  
\$0.75.

Highly recommended.

WATSON'S EMBOCCATION,  
\$0.60.

For colds in the chest, bronchitis, sore throat, &amp;c.

A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS  
AND  
KOWLOON DISPENSARY,  
Hongkong, 23rd October, 1908. [13]

## The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 26, 1908.

## THE SUGAR MARKET.

## THE OUTLOOK IN FORMOSA.

A singular phenomenon, says the *Japan Chronicle*, is shown by the sugar market. The price of sugar has been forced up by the increased tax on sugar, and demand has been transferred from the better to the inferior qualities, so that *san-on*—the lowest quality of white sugar—has become most popular. According to the *Osaka Mainichi*, very small importations of Java sugar are being made, and the stock of Formosan sugar is not very great, so that the only source for the supply of *san-on* quality is the Japanese sugar refining mills, for which it is most profitable to turn out *shi-on* quality. It is disadvantageous for the Japanese sugar refineries to manufacture *san-on*, so that the companies have been reducing the production of *san-on* with a view to forcing the sale of *shi-on*. These efforts have been in vain, and the quotations of the latter quality have declined by 40 or 50 sen, while the commonest quality of *san-on* has advanced by 15 sen, with an upward tendency, as stocks are low.

Referring to the outlook of the sugar refining industry in Formosa, the *Osaka Mainichi* writes that the new mills of the Dai Nippon, Toyo, and Meiji Sugar Refining companies are to begin operations in December next. While the sugar refining industry in Formosa is very promising, before the output can be materially increased there must be an extension of the mills, the area of sugar plantations, and the railway. The industry in Formosa is far more profitable than in Japan. For instance, the price paid by the refining companies for sugar cane from the native cultivators is ¥3 per 1,000 kin of the first quality, ¥2.50 for the second quality, and ¥2.20 for the third quality. If 10 per cent of sugar can be extracted from sugar cane, as is the rule, the cost of sugar is about ¥3 per 100 kin, and when working expenses and freight are added the figures will not exceed ¥5. Special consideration is given to Formosan sugar in the imposition of excise, as has been repeatedly mentioned in our columns. In this way, Formosan sugar is placed in a very advantageous position compared with Java sugar, which is subjected to the regular rate of excise—about ¥6 per 100 kin. The annual importation of Java sugar, adds the *Osaka Journal*, amounts to about 600,000,000 kin, one-half of which is supplied to sugar-refining mills, the remainder being consumed by the public. To whatever extent the industry of sugar cultivation may develop in Formosa, it will be difficult to produce more than 300,000,000 kin for some time to come under the present condition of the sugar-refining industry. It is not known whether the Formosan Government will continue for long to accord special favour to the industry in the island, and in these circumstances, the time is still far distant when Java sugar will be ousted from the market in Japan.

## LOCAL AND GENERAL.

THE report of the Volunteer Troop Gymkhana is held over for to-morrow for want of space to-day.

THE chartered transport *Soudan* arrived in port yesterday and will leave shortly with a section of the 3rd Middlesex Regiment.

THE annual Dinner of the China Association will be held at the Whitehall Rooms, Hotel Metropole, on Tuesday, Oct. 27.

ENGINEER Captain Coleman, who is well known on the China station, has just taken his pension, with effect from 5th Aug.

FOR blowing his whistle other than for the purpose of navigation, the master of a steam-launch was fined \$30 by the Marine Magistrate this morning.

FOR throwing into Aberdeen harbour goods suspected to be stolen property in order to prevent seizure, Cheung Kam Fuk, a fisherman, was fined \$20 by the Harbour Master this morning.

KWOK HO, a boatwoman, was rash enough to make fast her boat to the troopship *Soudan* yesterday. This morning, in the Marine Court, she had to pay for her mistake by leaving the Court poorer by \$10.

FOR stealing a Gladstone bag from Yip Ming Sam, a merchant, of 173, Des Voeux Road Central, yesterday, a *fok* in his employ was sentenced to three months' hard labour, to-day. The Gladstone contained clothing, jewellery and ginseng to the value of \$144.65.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hospital Sunday Union Church \$105.85

St. Stephen's College ..... 100

MR. E. Collins, representative, Reuter's Telegram Co., Ltd., is back in the Colony from a visit to the Northern ports and Peking. Mr. Collins hopes to leave by the English mail *Aurora* on Saturday to be home in England for Christmas.

A Peking correspondent states that the Ministry of War has been lately besieged by agents of British, French and Italian firms anxious to obtain contracts for the docks and other works needed for the various naval ports along the coast.

ON the 13th instant the official trial trip of the T.K.K. steamer *Ching-mun* a sister ship of the *Tsun-mun* took place at Nagasaki, with a satisfactory result. The speed developed by the vessel reached 21.12 knots an hour, against the designed speed of 19 knots.

STRAILING the large sum of two cents from a hawk and then slapping him, gently, over the head with a stick, causing blood to flow, were the charges a lad, Lo Loi, pleaded guilty to in the Police Court, to-day. Sentence of fourteen days' hard labour was passed.

THE new steamer *Haiyang*, of Douglas S.S. Co., Ltd., arrived in port to-day on her maiden voyage out which was a wholly uneventful one. She brought out a cargo of Cardiff coal. The *Haiyang* will leave for Amoy on her maiden trip on Thursday, the 29th inst. at noon.

MR. I. Ross, of the Waterworks, prosecuted two fitters and the landlady of 32 Albany Street, in the Police Court, to-day, for water service, that is to say, shifting the position of the pipes, without permission. The fitters were fined \$5 each, and the landlady \$15 for allowing them to do the work.

LIEUTENANT B. L. Cole, 13th Rajputs (the Sikhawati Regiment), Hongkong, has been promoted captain. Captain Cole, who was a supernumerary subaltern of the 13th, originally entered the Royal Artillery in 1899, and transferred to the Indian Army in 1901 as an infantry officer. He saw service in the Waziristan Expedition, 1901-02 (medal with clasp).

THE *Kiang Tai*, flying Admiral Li Chun's flag at the fore, and followed by the *Kiang Chi*, left Hongkong for Canton yesterday where she will be commissioned for the West River patrol service. The senior vessel had a large party of Chinese naval officers on board besides a number of Europeans, friends of the Chinese admiral, who are visiting Canton at Admiral Li's invitation.

THREE boatmen had to answer three charges in the Police Court, this morning: (1) driving on the wrong side of the street, (2) assaulting Policemen 509, and (3) obstructing the officer while in the execution of his duty. The accused were caught in-juring the roadway at Kennedy Town to suit their own purpose. When interfered with they attacked the policeman. The first defendant was fined \$5, the others having \$3 each to pay.

THREE coolies were yesterday arrested and brought before Mr. J. H. Kemp, in the Police Court, to-day, charged with stealing a leather bag which contained a quantity of clothing and \$50 in cash, from a passenger, who arrived in the Colony on board the steamer *Kishan*. The larceny took place on the 21st instant. "In all five men were arrested. Out of these three only were detained in police custody, the others being discharged. The trio, it was alleged, became acquainted with the owner of the bag, a shopkeeper, on the trip to Hongkong. On the vessel reaching the wharf one man engaged the shopkeeper in conversation while the others made away with his property.

## Sunday Cargo Working.

## MASTER OF "CHARLES HARDOUN" CHARGED.

## WHAT IS PERISHABLE CARGO.

A very interesting case to the shipping community was heard before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, this morning, when M. Etienne Bienne, master of the French steamer *Charles Hardoun*, was charged with unlawfully discharging three hampers of raw ginger on Sunday, the 18th inst., without permission from the Harbour Master. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the defence.

Police-Sergeant T. Murphy, who prosecuted, said that at 7.30 a.m. on the day in question, he saw coolies discharging hampers of the stuff from the defendant's ship. He had warned the ship's comrade on a previous occasion, and seeing that his warning was disregarded, he had the defendant arrested.

Cross-examined by Mr. Davidson, witness said that he did not know that the *s.s. Kishan* was discharging cargo at the same time. He was not aware that ginger has been handled for many years and that it was considered as perishable. When he examined the stuff, it was white and damp, and apparently had been scraped. It was about a month ago that he had warned the comrade. He asked him if he had a permit. The reply was that he had none, but that he had been in the habit of discharging ginger without a permit.

Leung Shing, a fruit-dealer, was called to give evidence. He said that he dealt in raw ginger. It came into his shop dry and unscraped, but in rainy weather, it became wet. Before shipment, the stuff is dried a little, so that when he gets it, the article is quite dry, but sometimes slightly wet. It deteriorates quickly, but he can preserve it in his shop two or three days to a week without any detriment being caused to the stuff. Ginger imported by junks was not quite so good as that shipped by steamers. As soon as he received the article, he would unpack and re-pack it in small baskets for sale.

Cross-examined by Mr. Davidson, witness said that he sold his ginger to retailers. He knew nothing of preserved ginger. The ginger he imported had a hard skin on it. It was usually landed on Sundays.

Ho Sam Yau, a dealer in preserved ginger, was called for the defence. He said that he was the manager of the Man Loong firm. His duty was to buy the ginger and look after the firm's godown. Some of the bags by the *s.s. Charles Hardoun* were consigned to him. The ginger shipped for preserving purposes, in scraped once, and soaked in water. On being landed, all that is intended for immediate boiling undergoes the process at once and the article is then put into jars containing equal quantities of salt and vinegar.

If this were not done, the ginger would go bad in one day. There is no salt put with ginger in Canton. Preserved ginger always comes down by steamers, never in junks. He never used dried ginger in his business. The piece of ginger produced in Court had been scraped two days ago, and was unfit for use either for preserving purposes or for anything else, as far as he was aware.

By the Court.—The ginger which has been in salt and vinegar is washed and then boiled. It made just as good preserved ginger as the other. It is not put in salt and vinegar in Canton on account of the Customs dues, which would be higher.

The Magistrate found that scraped ginger, imported for preserving purposes, may be regarded as perishable. Unscraped ginger is not perishable. He therefore dismissed the case.

## ADDITION TO THE BAR.

## LOCAL GENTLEMAN ENROLLED.

The many friends of Mr. Leo d'Almada Castro will be pleased to hear that he has been admitted to the Bar of Hongkong. Application for his admission was made by Sir Henry Berkeley, K.C., in the Supreme Court, this morning.

Sir Henry said that he had much pleasure in moving for the enrollment of Mr. d'Almada to practise at the Bar. His Lordship had seen the papers, which entitled the gentleman to be admitted.

Sir Francis Piggott (the Chief Justice) replied as follows: "I see that you have passed an excellent examination, and I have much pleasure in admitting you."

Mr. d'Almada bowed his thanks and left the Court.

## MARINE COURT.

## INFRINGING HARBOUR REGULATIONS.

In the Marine Court, this morning, Police-Sergeant W. R. Sutton proceeded against Ho Kam Fuk, Kwok Po and Wong Shing, boatmen, with unlawfully making fast their boats to the *s.s. Fooking* whilst under way, without the permission of the master or other officer in charge of the ship. A further charge of boarding the *Fooking* without permission was preferred by Captain T. A. Mitchell, master of the *Fooking*.

The master of the *s.s. Fooking* stated that as he was coming into the harbour at six this morning, he saw a good many sampans between Lamna and Green Island, all of them apparently waiting for the ship. Ten of them hooked alongside his ship and some three or four went alongside some steam launches, whose names witness could not obtain, as they were all covered up. He instructed his 2nd and 3rd officers to keep an eye on anyone who might board the steamer. He warned each sampan as he passed the bridge not to come alongside, but instead of obeying his orders, they defied him. The three defendants were the only ones he could arrest.

A fine of \$40 was imposed in each case, in default of payment, two months' hard labour.

## Landlords' Obligations.

## APPLICATION FOR LEAVE TO APPEAL.

GRANTED TO HUMPHREYS ESTATE AND FINANCE CO., LD.

This morning, in the Supreme Court, the Chief Justice (Sir Francis Piggott) and Mr. Justice Gompertz presiding, an application was made by Sir Henry Berkeley, K.C., for leave to appeal from the decision of Mr. P. W. Goldring, given in favour of Mr. P. W. Goldring, a solicitor, in the action he brought against the Humphreys Estate and Finance Company, Limited, for \$500 damages for alleged breach of contract. In other words it was stated that the defendant firm failed to comply with an agreement, whereby they undertook to keep the roof and exterior walls of the premises plaintiff occupied at Kowloon in a proper state of repair and amendment.

The particulars of this case are too fresh to need recapitulation. But it would be as well to give extracts of the important parts of Mr. Justice Gompertz's judgment, which is now being questioned. On the question as to whether notice should be served on the landlord by the tenant, pointing out any defect in the building, the learned Judge found that no notice was necessary. If that was so, what was the liability of the landlord under his covenant? He asked. In this case it was an express covenant and not implied from the circumstances of the case that pointed without giving a decided opinion. He was inclined that it made no difference and that the covenant must be construed merely as entailing the obligation to use reasonable care to keep in repair.

He thought it was clearly the landlord's duty to inspect and not to wait for complaints from the tenant. The landlord, possibly, did not realize this, and he probably considered that he did his duty if he repaired with reasonable expedition any defect reported by the tenant. On these grounds judgment was entered for the plaintiff.

In submitting his application Sir Henry stated that the amount involved was small—only \$500—but the principle was important and was very wide-spreading. The case was one for damages for alleged breach of contract to repair, and the Puisse Judge maintained that in the circumstances arising out of the facts of the case he would depart from the ordinary principle of law—that the landlord should have notice for repairing. That principle was too well established to depart from, and he would be able to convince the Court, when the time came, that no departure could be taken. At the present he was asking leave to appeal as the subject was one of importance to the Colony, and he submitted, with respect, that the Puisse Judge's decision was wrong.

Mr. Goldring intimated that he appeared in person, and submitted that the application was out of time.

Sir Henry—I was not aware of that.

The Chief Justice—What practice is there for you to appear in person?

Sir Henry Berkeley asked for leave to appeal, and added that his friend could raise that point later.

Mr. Goldring—No, no.

The Chief Justice repeated his question as to what practice existed for a person to appear in person in such a case.

Sir Henry thought that Mr. Goldring was entitled to appear in person.

This question having been decided favourably, Mr. Goldring proceeded to cite authorities showing that the application for leave to appeal should have been made within seven days of the judgment.

Sir Henry observed that the Court could extend the time in an important case of this kind.

He pointed out that when the judgment was given it was vacation time, and the Full Court was not sitting.

Leave to appeal was allowed; the hearing to take place next Monday.

## CORRESPONDENCE.

## CHINESE AT THE OXFORD LOCALS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It may please those interested in education to know that application had been made to Oxford to include a paper on the Confucian Analects (論語) for preliminary, junior and senior Chinese candidates, at the July examination in 1909. Faithfully yours,

T. K. DEALY.

Hon. Sec., Oxford Locals.  
Hongkong, 26th October, 1908.

## CANTON RAY BY DAY.

## ALLEGED ATTEMPTED SMUGGLING.

[From Our Own Correspondent.]

CANTON, 24th October.

Three weeks ago the Viceroy received a telegram from Tsoai Kwok Jee Chang, Commander of troops in Yumchow prefecture, informing H.E. that a revolutionist named Yu Han Wan was about to smuggle from Hongkong to Yumchow a certain quantity of arms and ammunition, and asking the Viceroy to take precautions to seize the intended contraband. On receipt of the telegram the Viceroy deputed officer Ma Tak Shing to Hongkong to investigate, but no news could be obtained of the would-be smuggler, as reported, in the Colony, so the officer returned to Canton yesterday.

## THE RECENT FLOODS.

H. E. Viceroy Chang has sent an urgent telegram to Shanghai to solicit subscriptions for the relief of the flood sufferers.

Large quantities of rice are sent every day to the flooded districts by the Central Relief Committee for the relief of the poor peasantry.

## TRANSFER.

An Imperial Decree has been issued transferring the present Canton Tartar General, King, to the Capital as President of the Imperial Household Department, and appointing Tsang Ki to be Canton Tartar General in succession to King.

## A "Princely" Indian.

## WHITE WOMAN'S LOVE LETTERS.

## INTERESTING DEBT CASE CONTINUED.

Important evidence was adduced in the Supreme Court, this afternoon, when the action was resumed in the case in which Messrs. S. E. Allana and Company, drapers, of D'Aguilar Street, sued Miss M. Hayden, residing at 12, Wyndham Street, to recover the sum of \$374 for goods sold and delivered. The question, it will be recalled, that had to be decided was whether the goods were ordered by the defendant, or whether they were presents from the proprietor of the defendant firm.

The plaintiffs were represented by Mr. C. F. Dixon, of Messrs. Hastings and Hastings. Mr. G. E. Morrell, of Messrs. Goldring, Barlow and Morrell, was instructed by the defence.

The remarkable "things" that were dragged out of a witness at the last hearing seemed to have tickled the curiosity of a few eager for sensation. When Mr. Justice Gompertz took his seat at 2.25, instead of 2.15, there were a few of that tribe present.

Mr. Morrell asked permission to recall the plaintiff as he had some important questions to ask.

Mr. Dixon objected. He said that his friend had finished with the plaintiff last week, and he did not think it was right that his client should be subjected to such questions as were put to him regarding his career at the last hearing.

Mr. Morrell said his friend was not prejudiced, as he had not started his re-examination. Mr. Dixon said his friend should state clearly what his defence was before the plaintiff was re-called.

His Lordship over-ruled Mr. Dixon, and the plaintiff was called to the stand.

Mr. Morrell—Will you swear on the Koran that what you told me hitherto was true?

Plaintiff—I if you gave me your firm I would not swear on the Koran.

You would not?—Not for \$10,000.

How long have you known the defendant?—The first time she took goods from me.

When was that?—About 1st August this year.

And you allege, you have never seen her before?—I have seen her in the streets.

Have you ever tried to get affectionate with her?—No, it is a lie.

Who paid your passage from India, when you came here?—I can't answer that question.

Question repeated, and the same answer was given.

You came as a servant to C. Mohammed?—It is untrue.

Cassim Mohammed brought you here?—My father sent me with him.

And you went with him as a clerk?—Yes.

Why did you leave him?—Because I liked to.

From there you went to Hejee and Company as a partner?—What is your object in asking these questions?

The plaintiff answered in the affirmative on being pressed by the Court.

And the partnership dissolved in a fortnight?—Yes.

And then you went to O. C. Moosa and Company?—Yes.

You still insist on saying that O. C. Moosa is your cousin?—I do. If he says no, then he has a grudge against me; and is giving you all this information.

Do you know a man named Batchu in Macao?—No. There are many Batchus.

The man that you pay a monthly instalment to?—I do pay a monthly instalment. I can say no more as it might affect my business.

The man that owns your shop?—The shop is mine.

Mr. Dixon objected to the line of questioning saying that the plaintiff's financial condition had nothing to do with the matter; and he again was overruled.

Mr. Dixon then proceeded to re-examine.

"It is suggested that you are insolvent," he asked.

"No, I'm not," came the reply sharply.

Books were produced to show that the defendant firm had \$8,000 odd good, outstanding debts. The day book was also produced, the idea being to show that the goods alleged to have been supplied to the defendant were not gifts. The witness was then called upon to compare the day book and the rough cash book with the ledger, showing that all the articles supplied to the defendant were entered.

You stated the other day that you never sold any article on credit to Miss Vera Glyn? Is that correct?—No. I found that I had after the last hearing.

At this stage Mr. Morrell asked permission to examine the books. Mr. Dixon objected, adding that he did not want his friend to "rope" through the books. He had already had two innings and he could not have a third. If he wanted to look at one particular entry he was in order, but he objected to Mr. Morrell having a "roving inspection" of the books.

Again Mr. Dixon was over-ruled, and the plaintiff, very reluctantly, handed over the day book.

Mr. Morrell—Do you keep all your books in English?—No, in my own language.

Your clerk keeps the books, doesn't he?—Haven't I told you before I do that, sometimes my clerk.

As a rule your clerk?—Yes.

When was this book started?—At the beginning of October.

After the writ was issued?—No.

Mr. Morrell here asked for the Indian books to be produced. The witness handed them over, saying: "You can't read them." "But I want to see," retorted Mr. Morrell.

After turning over a few pages he handed a book to the interpreter and asked if the dates were consecutive. The interpreter confessed his inability to read it. "So that if the way," Mr. Morrell said, looking at the witness, "you try to fool the Court by bringing books here written in an unknown language?"

Mr. Dixon suggested that the plaintiff should read certain things from the books. This

brought forth from Mr. Morrell: "The plaintiff would read anything," which was said very snappishly.

The next witness was R. R. Rabadi, an assistant in the plaintiff firm. He said, he knew the defendant, and had seen her in the shop. On 19th September he sent her a detailed bill for \$374.56. Defendant subsequently called at the shop, on the following day. Witness and the plaintiff were present at the time Defendant said: "I've received your bill. The amount is large. I will pay you later." Plaintiff said he could wait no longer. She did not make any suggestion that the goods were presents.

Mr. Morrell—How long have you been with Allana?—About two months.

So you started in on August?—Yes.

How many times have you seen the defendant?—Three.

When?—On the 19th and 20th September.

That's only two days?—I saw her twice on the 19th.

I suppose Mr. Allana spoke to her about this case?—I don't know.

Mr. Dixon—What did she come into the shop for on the 19th?—She said she wanted to see Mr. Allana.

Did she say what she wanted?—No.

What happened?—She went away and came back in five minutes. Then she wrote something on a slip of paper, enclosed it in an envelope, and gave it to me to hand to plaintiff.

The letter, on being read, called for "the bill as it was very important, and I would like to settle up."

The defendant—Minnie Hayden—then took the stand. She said she knew the plaintiff since the 4th July, having met him at 41, Lyndhurst Terrace, where he gave her a large American flag as it was Independence Day. Miss Vera Glyn was present, and she, too, got a flag. The plaintiff had given her many other things. After that he got angry with her and sent her the bill (produced). He certainly gave witness all the things mentioned in the bill. The object in giving the presents was that plaintiff wanted her to "live different from other girls." He would get a house for her, guarantee the rent, and they would live together, and he would "give her everything in the shop." She told plaintiff then not to return to the house again. The chits (produced) were signed by her, at plaintiff's request, so as to satisfy his partners. Witness, on examining the chits, discovered that a couple of the chits were not in her handwriting.

Mr. Morrell—Has he ever been in your house?—No. 12, Wyndham Street?—Many times. Sometimes twice a day.

Has he ever boasted in front of other people that he gave you these things?—Yes.

Before whom?—Miss Ella de Nole and the "boys" whom he told to come down to his shop and get anything I wanted.

Anybody else?—Yes, Miss Ella Morrison.

When did you take this house?—I moved in on August 2nd.

And when plaintiff stated in the box that he was never in 44, Lyndhurst Terrace, he was wrong?—Yes.

He was



## Telegrams.

## The European Situation.

LONDON, 23rd October.

Turco-Bulgarian negotiations are at a deadlock owing to the Turks insisting on Bulgaria capitalizing the Eastern Rumelian tribute which Bulgaria declines to do.

Sir Edward Grey, in the House of Commons, said that the approval of Turkey was necessary to any programme to be submitted to the proposed European conference.

Later.

The Bulgarian Envoys, who are returning to Sofia, have arrived at no agreement as to the tribute to be paid to Turkey, but it has been arranged that a Turco-Bulgarian commission shall settle the railway difficulty.

Turkey estimates the amount due from Bulgaria owing to the lapse of tribute at ten millions sterling.

Negotiations between Austria and Turkey are at a standstill.

The latter desires the sanction of Europe to the annexation of Bosnia, while Austria wants a settlement direct.

24th October.

The Vienna press denounces Great Britain as being responsible for the rupture of negotiations between Turkey and Austria, and declares that Austria, supported by Germany, will only attend the conference recognizing the annexation of Bosnia and Herzegovina as an accomplished fact.

Fifty chests of artillery cartridges partly destined for Serbia, have been confiscated at Linz, Upper Austria.

## Degrees for Women.

Lord Curzon's Oxford reform scheme includes the opening of degrees for women on the same basis as men.

## THE FLIER.

VICE-ADMIRAL LAMINGTON AT SWATOW.

The harbour is once again alive with warships of various nationalities. With the advent of winter the British fleet returns from the Northern cruise. Preceding the arrival of the British cruisers, was the *Alger* (French), 4,300 tons, and commanded by Capt. M. Willyons. She came in from Swatow on Saturday and took up her anchorage at the French Mail Co's buoy. Yesterday the county class cruisers—*Kent* and *Minotaur*—arrived from Wei-hai-wei, being followed later in the day by the flagship—H.M.S. *King Alfred*, also from Wei-hai-wei, which port she left on the 16th inst. While at sea H.E. Vice-Admiral the Hon. Sir Hedworth Lamington, Commander-in-Chief, transferred his flag to the yacht *Alcester* which proceeded to Swatow on a visit, being expected here to-morrow. The *Alcester* was accompanied by the destroyer *Fame*. The first-class cruiser *Bedford* arrived from Tsingtau this morning.

The flagship is busy coaling to-day preparatory to her departure with the fleet for Mirs Bay some time next week for battle practice. When the practice has been carried out, the fleet will return to port and then start for the annual Southern cruise. It is hoped that the fleet may be back in Hong for Christmas.

As no leave has been given the crew at Tsingtau general leave will be granted the crews of all the ships for forty-two hours commencing to-morrow. The city ought to be alive with Jack ashore on Tuesday and Wednesday.

## CAMP NOTES.

Work and amusement are going strong at the Volunteer Camp, and during the course of the past week, good and useful work was put in by our citizen soldiers. On Saturday afternoon, at two o'clock, gun practice was held in the New Territories, when some decidedly effective shooting was seen, No. 2 Company being the most conspicuous among the four companies of which the artillery section of the Corps is composed.

The attendance of friends on guest nights has not been particularly large since the opening of Camp; so it was extremely gratifying on Saturday night to see a goodly number of visitors availing themselves of the volunteers' hospitality. After dinner, an impromptu concert was held and an appreciated programme gone through, all the officers being present. The stage was most tastefully decorated with plants and all those present pronounced the gathering a great success.

On Sunday morning, there was Church Parade, when the Rev. C. H. Hickling officiated and gave an interesting sermon. Shortly afterwards, a ceremonial parade was held by the Commandant, when the men were given preliminary practice in firing the *feu-de-joie* for the King's Birthday Parade on November 9th next.

In the afternoon, inter-company football matches were held, when some healthy rivalry was witnessed. There was even a larger number of visitors than on the previous day. Perhaps the presence of a large number of the fair sex materially assisted the footers to put in some good, hard kicks. The Infantry Company beat the Engineers, and No. 2 Company came out top dog after a severe struggle with another artillery company.

The bulk of the visitors left by the 6.30 launch, but a few stayed on till 10.30. Another concert was held on this occasion, one feature being a hypnotic exhibition by a member of the Corps which was appreciated.

This morning, there was 15-pdr. gun drill in preparation for the inspection by H.E. the Governor on Wednesday afternoon.

## Interport Cricket.

## FIRST DAY'S PLAY.

SHANGHAI TEAM HAS A BIG ADVANTAGE. We are indebted to the *Shanghai Times*, of 22nd inst., for the following report of the interport match:

In glorious weather yesterday the fifteenth cricket match between Hongkong and Shanghai was commenced on the Shanghai Cricket Ground, and when play ceased for the day the visitors were in a very bad position being 179 runs in arrears on the first innings and only four wickets in hand. All the crack Hongkong batsmen failed miserably, excepting W. Edwards, who came to the rescue at a critical time and put a stop to the rot which had set in and which looked like continuing. There was a splendid fight when the game commenced at 10.45. The wicket was a trifle heavy and inclined to help the bowlers, particularly the slow or medium-paced trundlers, for it was quite heavy enough to take the edge off "fast stuff." Shanghai's skipper won the toss and elected to bat, sending out H. B. Ollerdesse and R. N. Anderson to open the innings. Mr. A. R. Lowe umpired for Hongkong, and Mr. P. F. Lavers did similar duty for the Settlement.

## A BAD START.

There was a burst of applause as Mr. Turner led the Hongkong men into the field, which was redoubled when the two Shanghai batsmen emerged and took their places at the wickets. R. E. O. Bird and Corporal Sharpe took up the attack, the former sending first ball to Ollerdesse from the pavilion end. Two singles—one to each batsman, and a couple of byes were scored after this caused very careful play on the part of the batsmen, both of whom displayed great caution in treating the bowling. No liberties were taken, and only safe runs were attempted. There was great sorrow in the Shanghai pavilion when, in the eighth over, after 12 minutes' play, Ollerdesse was beaten by Sharpe and sent out for the moderate score of 6. Ollerdesse tried to play forward to the delivery, which shot in fast, 13-1-6. As though impressed by the importance of the match Captain Barrett opened very slowly and for a long time runs came slowly. In fact the first twenty was not hoisted until after 35 minutes' play. Both batsmen continued their policy of steady batting. Anderson being the first to open his shoulders.

## ANDERSON'S FINE DISPLAY.

He was playing fine cricket, every stroke being sound, but he was the stronger on the leg side, his glances and snicks in that direction materially adding to his score. After thirty-three overs had been sent down there was a double change in the bowling, Bandman Barton and A. W. J. Peake relieving Bird and Sharpe respectively. Off Bird 24 runs had been scored and off Sharpe 19. Just before the change was made the fly was hoisted on the score board, after one hour's play, and of this number Anderson had contributed 29. The first boundary hit was a snick through the slips which went to the credit of Anderson. Barton was shortly afterwards pulled to the leg boundary of Anderson, but Captain Barrett did not feel at all comfortable when facing the soldier, whose deliveries bumped a good deal. Peake was keeping a fine length, but he soon got ragged and one short pitched ball was sent by Barrett to the country for three. Hutchinson failed to get round in time to field a splendid carpet drive from the same batsman, whose first thirteen runs had been made by singles, and the first boundary hit for him was registered. Shortly afterwards Barrett again found the boundary and again it was Hutchinson who failed to stop the ball, though it came well within reach. Ninety runs were on the board of which Anderson had made 48, before the bowling was again changed, Sharpe and Bird taking up the attack again.

## CAPT. BARRETT OUT.

That change proved very disastrous for Barrett, who was bowled with the first ball of Bird's first over after having made 27 by steady batting. It cannot be said that Barrett looked like staying at the wickets at any time during his innings, for he was distinctly uncomfortable and not at all like the Barrett we have seen the past couple of seasons. W. H. Moule partnered Anderson. During Bird's next over Anderson gave him a chance returning a ball fast to the bowler, but it was too hot for Bird and he dropped it. Moule put on a few singles and shaped well at the wickets, but he was lucky in being left off for an upshot hit over the heads of slips, which went for three. He did not long survive, being clean bowled by Sharpe when the score stood at 121 for three wickets. At the fifth adjournment (1 o'clock) the score stood at 131 for three, L. Walker having added five runs.

## THE AFTERNOON PLAY.

So far, the ideal eleven had everything in their favour and had every reason to be satisfied with the manner in which the game had progressed, but after the game was resumed their stock began to tumble down, four wickets being taken for the addition of only eighteen runs. Walker was the first to go, being well caught by "Foughton" at point, when his score stood six and the total at 134. Four runs later Anderson was out, bowled by Sharpe. He had given a splendid display of steady, meritorious cricket. Peave gave several chances, one to Lanning at the wickets when the score stood at 27; he survived a confidently made appeal for leg before wicket five runs later and was almost run out even earlier colliding with Lanning in his rush for the crease. Despite these defects, however, the innings will stand out as one of the most valuable Anderson has played in interport cricket, for the comparative failure of Barrett, Moule and Ollerdesse left the Shanghai team in a weak position, and it was only the excellent play of Anderson which retrieved them. After Anderson's departure O. D. Rasmussen went in, but he did not last long, being bowled by Bird after making three runs. Both the Recreation Club batsmen had failed, but Rasmussen's revenge was to come, as will be later shown. D. J. McEuen opened his score by glancing Bird to leg for two and afterwards getting a single. He was given out leg before wicket in Bird's following over and the seventh wicket was down for 149. With Lanning still in it was still possible that a material addition would be made to the score, and this was verified, for before he was run out for 36 the score had been taken to 216. Lanning was first partnered by Harrison, whose ten were compiled luckily. Harrison was never at home to Bird and should have been caught by Houghton at point after he had made a single. He got on to Bird's bowling twice, however, and put him in the leg boundary each time. With Billings in runs came more freely, and Lanning was lucky to escape being run out, a faulty return by Home allowing him to get in. Billings gave Barton a chance when the score was at 216 returning him a very hard one which Barton dropped. Without an addition to the score Lanning was run out, his brother (A. E. Lanning) returning smartly to Barton who promptly knocked the balls off. It was rather a coincidence that the brothers Lanning should be playing as opponents and the coincidence was heightened when A. E. was responsible for the throw which brought about the downfall of V. H. After Wheen had scored four he was clean bowled by Sharpe and the innings closed for 218, a really creditable score. The fielding of Hongkong was patchy. In the forenoon Turner, Edwards and Hutchinson stood out well though the latter made a couple of mistakes, but in the afternoon the fielding all round was better. Claxton saved several boundaries by his sprinting. Sharpe and Bird bore the brunt of the attack and took all the wickets between them, the fast bowlers (Peake and Barton) being unsuccessful. Sharpe's five for 57 was the best analysis, while Peake was the most expensive.

## HONGKONG'S COLLAPSE.

The game was resumed at 4 p.m. after a brief respite and the Shanghai players took the field pleased with the result of their innings. A. A. Claxton accompanied W. C. D. Turner to the wicket and scored six runs off A. E. Lanning's first over. He looked very promising. Turner shaped weakly against Rasmussen and was palpably in difficulties. Three maidens were sent down by the S.R.C. crack, thirteen runs having been scored off Lanning in the meantime and then Turner was caught by V. H. Lanning in the fourth over. Lieut. Houghton filled the vacant crease, but he lost his partner when the total stood at sixteen, Claxton being bowled by Lanning after having scored 4. A. E. Lanning and Houghton remained together until Houghton, with the score unchanged, gave a chance to V. H. Lanning in the slips off Rasmussen, which was well taken. Edwards joined Lanning, but a partnership full of promise was broken by Lanning being bowled by Rasmussen, who at this stage had three wickets down for four runs, having bowled six overs, five of which were maidens. R. O. Hutchinson was given out leg before wicket to Rasmussen next over, and Lieutenant Home only added a single, being caught by Rasmussen off Lanning. Edwards was, in the meantime, giving a good display of cricket, treating both bowlers alike. Off one over from Rasmussen he scored nine runs, quite a lot when one considers that Rasmussen's ten overs were only productive of 18 runs. Edwards cut freely and drove with skill, making an excellent impression on those who witnessed his play. With Barton the score was carried to 49 for six wickets before play ceased for the day, Edwards being 25 not out, and Barton 3.

## The scores are:—

SHANGHAI.		
R. N. Anderson, b Sharpe	29	
H. B. Ollerdesse, b Sharpe	6	
E. I. M. Barrett, b Bird	27	
W. H. Moule, b Sharpe	10	
L. Walker, c Houghton, b Bird	6	
O. D. Rasmussen, b Bird	9	
D. J. McEuen, lbw, b Bird	3	
A. Harrison, c Bird, b Sharpe	10	
G. M. Billings, not out	31	
V. H. Lanning, run out	26	
A. F. Wheen, b Sharpe	4	
Sundries	20	
Total	228	

BOWLING.		O.	M.	R.	W.
Bird	33	6	77	4	
Sharpe	31	9	52	5	
Barton	13	0	34	0	
Peake	11	0	40	0	

HONGKONG.		O.	M.	R.	W.
A. A. Claxton, b Lanning	11				
W. C. D. Turner, c Lanning, b Rasmussen	5				
Lt. Houghton, c Lanning, b Rasmussen	0				
A. E. Lanning, b Rasmussen	1				
R. O. Hutchinson, lbw, b Rasmussen	0				
Lt. Home, Rasmussen, b Lanning	1				
V. Edwards, not out	25				
Bandman Barton not out	3				
Sundries	3				

Six wickets for ..... 49

BOWLING.		O.	M.	R.	W.
Rasmussen	10	7	18	4	
Lanning	11	3	28	2	

## "TRUE FRIENDSHIP"

WHEN THE MAGISTRATE REFUSED TO ANSWER.

A somewhat amusing defence was put up in the Police Court on Saturday morning by two public chair coolies, who were prosecuted and afterwards convicted for attempting to dump a dead body in the public street. The corpse was removed from 8, Square Street. The accused at first denied the charge vigorously, saying that they knew nothing about it, but a few minutes later the first accused, who acted as spokesman, pleaded guilty for and on behalf of his colleague.

When asked what more he had to say, the coolie observed: "We admit removing the body from the house in Square Street. The deceased was a poor man and had no relatives. He was our nearest friend and, of course, we did something for him." That "something" was to attempt to dispose of his body in the dead of night. After a pause the coolie concluded his remarks with: "Your Worship would do the same, would you not?" For fear of incrimination the magistrate (Mr. J. R. Wood) refused to answer, and imposed a penalty of 100 each, the alternative being six weeks' hard labour. It is quite evident that doing a "friend" even a "dead" one, is not a safe thing to do.

## The Opium Campaign.

## RESTRICTIONS AGAINST SMOKERS.

REVISED REGULATIONS.

[From Our Own Correspondent.]

Canton, 24th October.

Following are the revised regulations recently promulgated by the Canton authorities for the prohibition of opium smoking.

1. A licensed opium smoker is allowed, on production of his necessary permit, to buy, once a day only, the amount of opium specified on his permit but not any quantity in excess of it. The seller, on the other hand, should at the same time daily chop on the back of the permit, giving the date of the sale together with his shop's name. Any one when found selling opium to an unlicensed smoker or failing to chop a permit after a sale, and also any opium seller when found selling opium to a licensed smoker the second time in a day, i.e. after the licensed permit had been chopped on that day, will be fined \$4 for 1 mace of opium sold, \$2 for 5 candareens and \$1 for any quantity less than 5 candareens. The illegal buyer will be fined likewise.

2. In case a licensed opium smoker visits a distant place, he should bring his necessary permit with him, to be presented on arrival at his destination at a police station, if any, or to the local official for inspection, and to be chopped, before he will be permitted to buy and smoke opium in the locality, otherwise the smoker and also the seller will be fined half the amounts stipulated in rule 1.

3. No fees will be charged to smokers when applying for licences. When any one is found smoking without the necessary permit, he will be fined according to rule 1. If the amount he takes is not known, he will be fined according to circumstances or sentenced to imprisonment for eight days with hard labour according to the revised regulations promulgated in the 31st year of Kuang Hsu. Furthermore, the offender will be sent to an anti-opium asylum for treatment.

4. On the occasion of any celebrations, the host should not allow any one, meaning a smoker, to smoke opium in his house, unless the smoker himself is in possession of the necessary permit and presents same to the police authorities to be inspected and chopped in the first instance. Offenders against this rule will be severely punished.

5. A licence is to be renewed once a year and at each renewal the licensee must reduce at least 20% of the amount he consumes daily. No duplicate permit to be issued to a licensee unless reasonable explanation is given for the loss, and a satisfactory guarantor is provided. When found lending a permit to any other person the owner of the permit will be fined 10; besides, the permit will be forfeited.

7. In case of removal of residence from one place to another, a licensee should report at the police station concerned where his permit will be chopped, for which no fee is to be charged.

## THE AMERICAN FLEET.

TOKIO FESTIVITIES.

Tokio, October 21.

To-day the chief officers of the American Fleet were entertained at a tiffin given by Viscount Terauchi, Minister of War; at a garden party given by Admiral Togo; and at a dinner party and *soiree* given by Marquis Katsura, the Premier.

## EMPEROR AND PRESIDENT.

Rear-Admiral Sperry has transmitted to the Government a telegram from President Roosevelt wishing continued health and happiness to the Emperor of Japan and to his subjects. President Roosevelt expresses his high gratification at Japan's invitation to the American Fleet and at the opportunity thus afforded of demonstrating the old friendship existing between the two countries. It was his earnest wish that the meeting might redound to the strengthening and continuance of mutual cordiality.

The Emperor in his reply most cordially reciprocates President Roosevelt's sentiments of friendship and goodwill, adding that he places the highest value on the friendship of the United States and Japan, and that it is his constant aim to preserve indissolubly the bonds of good neighbourly feeling and perfect accord. His Majesty concludes by wishing the Fleet bon voyage.—N. C. D. News.

## SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 28th inst.  
English (*Delhi*) 28th inst., 5 p.m.  
Indian (*Delhi*) 30th inst.  
American (*Korea*) 3rd prox.  
German (*Prinz Ludwig*) 5th prox.

The E. & A. Co's s.s. *Admiral* left Sydney, on 24th inst., for this port, via Queensland ports.

The Ben Line s.s. *Benary*, from Middlesbrough and London, left Singapore yesterday, for this port.

The I. C. S. N. Co's s.s. *Lalsang* from Calcutta and the Straits left Singapore for this port on 23rd inst.

The P. M. S. S. Co's s.s. *China* with mails from Hongkong of 26th ult., arrived at San Francisco on 23rd inst.

The Imperial German Mail s.s. *Kluis*, which left here on 23rd inst., at 6 a.m., arrived at Shanghai yesterday, at 5 p.m.

The N. Y. K. s.s. *Kyushu Maru*, Australian Line, left Nagasaki for this port on 23rd inst., and is expected here on 27th inst.

The P. & O. S. N. Co's s.s. *Delhi* left Singapore for this port on 24th inst., at 6 p.m., with the outward English Mails, and is due here on 28th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Ludwig*, carrying the German Mail with dates from Berlin of the 7th inst., left Colombo yesterday, a.m. and may be expected here on 31st prox.

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

VISIT OF THE UNITED STATES' FLEET TO AMOY.

THE Company's New Steamer

"HAIYANG" will leave for AMOY direct on THURSDAY, 29th inst., at Noon.

For Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, 26th October, 1908. [947]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

## WEDNESDAY,

the 28th October, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

10 Cases of TOBACCO, 15 Cases ROSE'S LIME JUICE, CORDIAL and LIME JUICE (in good order and condition);

## ALSO

A quantity of WINES and SPIRITS. TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 26th October, 1908. [948]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. ROOKS, to sell by PUBLIC AUCTION, ON

## THURSDAY,

the 29th October, 1908, at 2.30 P.M., at No. 9, Austin Avenue, Kowloon,

SUNDRY VALUABLE HOUSEHOLD FURNITURE, Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 26th October, 1908. [946]

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

## "TOURANE,"

Captain Lancelotti, will be despatched for the above Ports TO-DAY, the 26th inst., at 9 P.M. For Freight or Passage, apply to

P. NALIN, Acting Agent, Hongkong, 26th October, 1908. [114]

## S.S. "TOURANE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Midway* and *Midway*, from Havre ex s.s. *Midway*, and from Bordeaux ex s.s. *Ville d'Amiens*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd November, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 3rd November, or they will not be recognized. All damaged packages will be examined on MONDAY, the 3rd November, at 3 P.M. No Fire Insurance has been effected.

P. NALIN, Acting Agent, Hongkong, 26th October, 1908. [114]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

## "FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 27th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 26th October, 1908. [110]

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 6th October, 1908. Present—Messrs. W. H. Wallace (chairman), C. A. V. Brown, W. Kruse, S. Okuyama, W. Wilson and the secretary. The minutes of the last meeting were read and confirmed.

On the motion of Mr. Kruse, it was decided to frame a scheme for licensing and registering chair hongs, chairs and chair coolies. The Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Somnouses: Allowing pigs and cattle to stray 4; Obstructing the public drains 3; Breach of By-law 15 (disorderly house) 2; Breach of agreement 1; Summary Arrests: Breach of new Opium Regulations 3; Being on enclosed premises for an unlawful purpose 1; Contempt of Court 1.

(Signed) W. H. WALLACE, Chairman.

By order, C. BERKELEY MITCHELL, Secretary.

## To Let.

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 22nd May, 1908. [357]

## TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1908. [496]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.)

Apply to—THE COMPRADEORE DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central, Hongkong, 9th June, 1908. [188]

## TO LET.

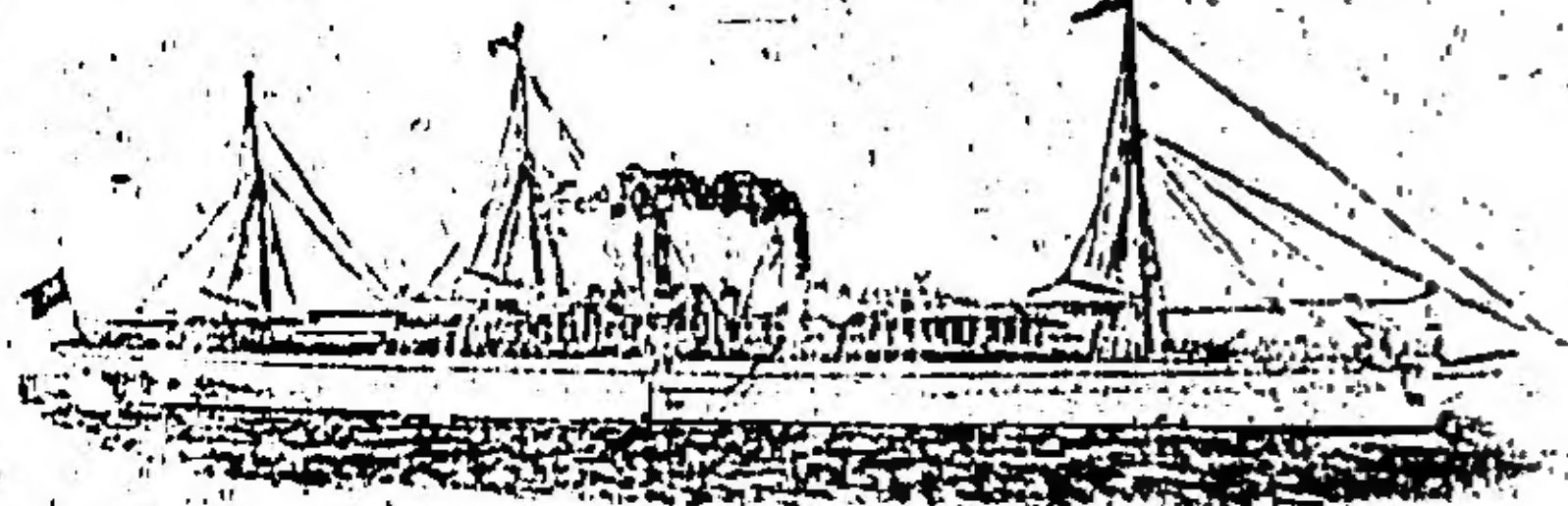
A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1908. [591]



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days! Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"GLENFARG"	3,647	WEDNESDAY, Oct. 28th	Nov. 25th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909.
"EMPRESS OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
"EMPRESS OF CHINA"	6,000	SATURDAY, Feb. 13th	March 6th

S.S. "GLENFARG" is a Freighters only and does not carry Passengers.

"EMPRESS" steamships will depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New "FALCON" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

U. W. ORADDOCK, General Traffic Agent for China, &c., Corner Prater Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

For	Steamship	On
YOKKAICHI & KOBE	"USA"	TUESDAY, 27th Oct., Noon.
TIENSIN & SWATOW & CHEFOO, CHEONGSHING	"USA"	TUESDAY, 27th Oct., 11 A.M.
SHANGHAI, YOKOHAMA, KOBE	"FOKSANG"	WEDNESDAY, 28th Oct., Noon.
MOI	"FOKSANG"	WEDNESDAY, 28th Oct., Noon.
SHANGHAI VIA NINGPO	"HANGSANG"	FRIDAY, 30th Oct., Noon.
MANILA	"VIENSANG"	FRIDAY, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KITSANG"	SATURDAY, 31st Oct., 1 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	FRIDAY, 6th Nov., 1 P.M.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

The steamers "Kitsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Vancouver Ports; Cherap, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 26th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMSHIP	TO SAIL
SHANGHAI	"KIUKIANG"	27th Oct., 4 P.M.
NEWCHWANG	"KWEIYANG"	26th " " "
MANILA	"TAMING"	27th " " "
HAIPHONG	"SINGAN"	1st Nov., 8 A.M.
CEBU & ILOILO	"SUNGATANG"	6th " " "
MANILA, ZAMBOANGA, PORT DARWIN, WIN, THURSDAY 1 & AUSTRALIA	"CHANGSEA"	21st " " "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 26th October, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	3540	Almond	MANILA	SATURDAY, 31st Oct., at Noon.
ZAFIRO	3540	R. Rodger	"	SATURDAY, 7th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th October, 1908

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan," 15,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Macedonia," due in London on 12th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT, Superintendent.

Hongkong, 19th October, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tahiti, &c.)

THE Steamship

"EASTERN."

Captain Hood, will be despatched on above on THURSDAY, the 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st October, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with

NORTH PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
---------	------	---------	---------

"Swanwick" 6,232 Shotton Nov. 19

"Kumert" 6,232 Cowley Dec. 17

"Tavert" 4,789 Boyd Jan. 14

"Boveric" 4,445 Mathie Feb. 11

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODDWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 10th October, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAH" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIP ON S.S. CO., LD., No. 5, Queen's Road West, Hongkong, 10th Oct., 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Evans, will be despatched for the above Ports on TUESDAY, the 27th inst., at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 23rd October, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK

S.S. "PATHAN" 3rd Nov.

S.S. "WRAY CASTLE" 1st Dec.

For Freight and further information, apply to

DODDWELL & CO., LIMITED, Agents.

Hongkong, 21st October, 1908.

HONGKONG, NEW YORK & BOSTON.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE" Nov. 13.

to be followed by

S.S. "BRAEMAR" On or about Nov. 20.

(for NEW YORK only).

For freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 22nd October, 1908.

Consigners.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of October, at 9.30 A.M.

All Claims must reach us before the 3rd of November, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 22nd October, 1908.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES, C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) in which doctors give many names, but which few of them really understand. It is simply weakness—a break-down of the system.

No matter what may be the cause (for they are almost numberless), its symptoms are such that the more prominent being sleeplessness, nervousness, and weakness of the system.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

It is a condition in which the system is so broken down that it is unable to perform its ordinary functions.

HONGKONG AVERAGE MARKET PRICES.

Corrected 23rd October, 200 cts. per 5 Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Moi Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shlu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 18

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 18



## GERMAN FORESTRY EXPERIMENTS IN CHINA.

During the ten years of German occupation of the Kiaochow colony one of the most active branches of the Government has been the forestry department. After experiments with a large variety of trees to determine what would grow best and quickest here the acacia was chosen as the tree to be used most in the afforestation of the bare hills surrounding Tsingtau. The reasons for this selection were twofold: A tree wanted to make shade and cover the hills as soon as possible, regardless of its value, and the poor soil precluded the use of a variety which would not grow in almost any sort of earth. While these acacias (robina pseudo-acacia) have been growing, more valuable woods of all sorts, adaptable to the climate, were being constantly planted.

In the winter of 1906-07 acacias planted in 1902 and 1903 were cut for the first time. All timber up to five centimeters (1.97 inches) diameter was sold to the Shantung Mining Company for mining timber. This company has made extensive experiments with the wood, and now reports that for mining purposes the acacia is as good or better than the pine and cedar varieties now being imported from Japan. The demands of the company are growing from year to year and are now 706,280 cubic feet per annum. With the satisfactory results of these tests the German Government has decided to go heavily into the acacia-raising business here, as there are large tracts of land apparently worthless for anything else. The acacias also have many other good points. Unlike the pines, they are not subject to disease or ravages by insects. Furthermore, the entire cost of production is covered by the sale of refuse twigs, etc., to the natives for firewood, while the mining company has agreed to take all timber offered at 5 per 35314 cubic feet.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London—Bank T.T.	1/4
Do. demand	1/4 3/16
Do. 3 months	1/4 1/16
France—Bank T.T.	1/2 1/16
America—Bank T.T.	1/2 1/16
Germany—Bank T.T.	1/2 1/16
India T.T.	1/2 1/16
Do. demand	1/2 1/16
Shanghai—Bank T.T.	1/2 1/16
Singapore—Bank T.T.	1/2 1/16
Japan—Bank T.T.	1/2 1/16
Java—Bank T.T.	1/2 1/16
Do. demand	1/2 1/16
4 months sight L/C.	1/2 1/16
6 months sight L/C.	1/2 1/16
90 days sight San Francisco & New York	1/2 1/16
4 months sight	1/2 1/16
90 days sight Sydney & Melbourne	1/2 1/16
4 months sight	1/2 1/16
6 months sight	1/2 1/16
90 days sight Germany	1/2 1/16
Bar S.	1/2 1/16
Bar S. & L.	1/2 1/16
Sovereign	1/2 1/16

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 26th at 11.50 a.m.—The barometer has fallen rapidly in E. Japan owing to the depression which is now moving into S. of Hokkaido. Pressure has increased moderately in N. China, and decreased slightly over S. China and Luzon. It is highest over China to the North of the Yangtze, and apparently it is slightly low over the China Sea to the S.W. of Luzon.  
Moderate to fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.  
FORECAST.  
1.—Hongkong and Neighbourhood, E. and N.E. winds, moderate to fresh; fine.  
2.—Formosa Channel, same as No. 1.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Alger, Fr. cruiser, 4,300, M. Willys, 24th Oct.	Alger, Fr. cruiser, 4,300, M. Willys, 24th Oct.
Austria, Aust. s.s., 4,871, Raicich, 24th Oct.	Austria, Aust. s.s., 4,871, Raicich, 24th Oct.
Kobe via Shanghai 13th Oct., Gen.—S. W. & Co.	Kobe via Shanghai 13th Oct., Gen.—S. W. & Co.
Galedonia, Fr. s.s., 2,074, Martin, 25th Oct.	Galedonia, Fr. s.s., 2,074, Martin, 25th Oct.
Yokohama 17th Oct., Mails and Gen.—M. M.	Yokohama 17th Oct., Mails and Gen.—M. M.
King Alfred, Br. 1st-class cruiser, 14,100, C. Baker, 25th Oct.,—Weihaiwei 16th Oct.	King Alfred, Br. 1st-class cruiser, 14,100, C. Baker, 25th Oct.,—Weihaiwei 16th Oct.
Kent, Br. 1st-class cruiser, 9,800, G. C. A. Marecaux, R.N., 25th Oct.,—Weihaiwei 19th Oct.	Kent, Br. 1st-class cruiser, 9,800, G. C. A. Marecaux, R.N., 25th Oct.,—Weihaiwei 19th Oct.
Momouth, Br. 1st-class cruiser, 9,800, G. W. Smith, 25th Oct.,—from Weihaiwei.	Momouth, Br. 1st-class cruiser, 9,800, G. W. Smith, 25th Oct.,—from Weihaiwei.
Aki Maru, Jap. s.s., 3,091, M. Yagi, 25th Oct.,—Mojito 21st Oct., Gen.—N. Y. K.	Aki Maru, Jap. s.s., 3,091, M. Yagi, 25th Oct.,—Mojito 21st Oct., Gen.—N. Y. K.
Haimun, Br. s.s., 636, J. W. Evans, 25th Oct.,—Fochow 2nd Oct., Amoy 24th Oct., and Swatow 23rd Oct., Gen.—D. L. & Co.	Haimun, Br. s.s., 636, J. W. Evans, 25th Oct.,—Fochow 2nd Oct., Amoy 24th Oct., and Swatow 23rd Oct., Gen.—D. L. & Co.
Shoshu Maru, Jap. s.s., 999, I. Jichi, 25th Oct.,—from Amoy, Gen.—O. S. K.	Shoshu Maru, Jap. s.s., 999, I. Jichi, 25th Oct.,—from Amoy, Gen.—O. S. K.
Amigo, Ger. s.s., 822, H. Frandsen, 25th Oct.,—Haiphong 20th Oct., and Hoibow 23rd Oct., Rice and Gen.—J. & Co.	Amigo, Ger. s.s., 822, H. Frandsen, 25th Oct.,—Haiphong 20th Oct., and Hoibow 23rd Oct., Rice and Gen.—J. & Co.
Kwango, Br. s.s., 1,228, A. Stott, 25th Oct.,—Newchwang and Chefoo 19th Oct., Gen.—B. & S.	Kwango, Br. s.s., 1,228, A. Stott, 25th Oct.,—Newchwang and Chefoo 19th Oct., Gen.—B. & S.
Holstein, Ger. s.s., 1,103, Viejahr, 25th Oct.,—Swatow 24th Oct., Ballas.—J. & Co.	Holstein, Ger. s.s., 1,103, Viejahr, 25th Oct.,—Swatow 24th Oct., Ballas.—J. & Co.
Mahilda Korser, Ger. s.s., 1,846, Dierbern, 25th Oct.,—Mojito 17th Oct., Coal.—S. T. & Co.	Mahilda Korser, Ger. s.s., 1,846, Dierbern, 25th Oct.,—Mojito 17th Oct., Coal.—S. T. & Co.
Soudan, Br. s.s., 4,207, S. de B. Lockyer, 25th Oct.,—Southampton 16th Sept., Ballas.—Government.	Soudan, Br. s.s., 4,207, S. de B. Lockyer, 25th Oct.,—Southampton 16th Sept., Ballas.—Government.
Kiunkang, Br. s.s., 1,228, H. A. Wavell, 25th Oct.,—Canton 24th Oct., Gen.—B. & S.	Kiunkang, Br. s.s., 1,228, H. A. Wavell, 25th Oct.,—Canton 24th Oct., Gen.—B. & S.
Cheong Shing, Br. s.s., 1,256, V. McClymont, 25th Oct.,—Canton 24th Oct., Gen.—B. & S.	Cheong Shing, Br. s.s., 1,256, V. McClymont, 25th Oct.,—Canton 24th Oct., Gen.—B. & S.
Tourneville, Fr. s.s., 603, G. Lancelotti, 26th Oct.,—Marcellas 27th Sept., and Saigon 23rd Oct., Mails and Gen.—M. M.	Tourneville, Fr. s.s., 603, G. Lancelotti, 26th Oct.,—Marcellas 27th Sept., and Saigon 23rd Oct., Mails and Gen.—M. M.
Yavata Maru, Jap. s.s., 1,376, T. Sekine, 26th Oct.,—Melbourne and Manila 23rd Oct., Lead and Slopers & Co.—N. Y. K.	Yavata Maru, Jap. s.s., 1,376, T. Sekine, 26th Oct.,—Melbourne and Manila 23rd Oct., Lead and Slopers & Co.—N. Y. K.

Boonsang, Br. s.s., 1,987, T. A. Mitchell, 26th Oct.,—Singapore 20th Oct., Gen.—J. M. & Co.	Boonsang, Br. s.s., 1,987, T. A. Mitchell, 26th Oct.,—Singapore 20th Oct., Gen.—J. M. & Co.
Hellerophon, Br. s.s., 1,727, T. Bartlett, 26th Oct.,—Tacoma via Japan 30th Oct., Flour, Lumber and Oil.—B. & S.	Hellerophon, Br. s.s., 1,727, T. Bartlett, 26th Oct.,—Tacoma via Japan 30th Oct., Flour, Lumber and Oil.—B. & S.
Haiyang, Br. s.s., 1,277, A. E. Hodgkins, 26th Oct.,—Greenock 19th Sept., Coal.—D. L. & Co.	Haiyang, Br. s.s., 1,277, A. E. Hodgkins, 26th Oct.,—Greenock 19th Sept., Coal.—D. L. & Co.
Pitaneol, Ger. s.s., 1,267, J. Heyer, 26th Oct.,—Bankok 16th Oct., Rice.—B. & S.	Pitaneol, Ger. s.s., 1,267, J. Heyer, 26th Oct.,—Bankok 16th Oct., Rice.—B. & S.
Telemachus, Br. s.s., 1,340, J. Williamson, 26th Oct.,—Saigon 22nd Oct., Rice.—Wo Fat Sing.	Telemachus, Br. s.s., 1,340, J. Williamson, 26th Oct.,—Saigon 22nd Oct., Rice.—Wo Fat Sing.
Augbin, Ger. s.s., 1,001, C. Kumpel, 26th Oct.,—Bangkok 18th Oct., and Swatow 23rd Oct., Rice.—B. & S.	Augbin, Ger. s.s., 1,001, C. Kumpel, 26th Oct.,—Bangkok 18th Oct., and Swatow 23rd Oct., Rice.—B. & S.
Oriel, Br. s.s., 706, G. Maddrell, 26th Oct.,—Mojito 20th Oct., Coal.—Samuel & Samuels.	Oriel, Br. s.s., 706, G. Maddrell, 26th Oct.,—Mojito 20th Oct., Coal.—Samuel & Samuels.
Yuenang, Br. s.s., 1,125, P. H. Rolfe, 26th Oct.,—Manila 23rd Oct., Gen.—J. M. & Co.	Yuenang, Br. s.s., 1,125, P. H. Rolfe, 26th Oct.,—Manila 23rd Oct., Gen.—J. M. & Co.
B. J. Ford, Br. 1st-class cruiser, 9,800, S. E. Erskine, 26th Oct.,—Tsingtau 24th Oct.	B. J. Ford, Br. 1st-class cruiser, 9,800, S. E. Erskine, 26th Oct.,—Tsingtau 24th Oct.
Dagby, Nor. s.s., 822, O. Abrahamson, 26th Oct.,—Newchwang and Dailay 19th Oct., Beans and Gen.—Aagaard, Thoresen & Co.	Dagby, Nor. s.s., 822, O. Abrahamson, 26th Oct.,—Newchwang and Dailay 19th Oct., Beans and Gen.—Aagaard, Thoresen & Co.
Hitaichi Maru, Jap. s.s., 1,651, F. E. Cope, 27th Oct.,—Japan via Shanghai 23rd Oct., Gen.—N. Y. K.	Hitaichi Maru, Jap. s.s., 1,651, F. E. Cope, 27th Oct.,—Japan via Shanghai 23rd Oct., Gen.—N. Y. K.

Clearances at the Harbour Office.  
Kohshichang, for Swatow.  
Dagby, for Canton.  
Cheung, for Amoy.  
Kwango, for Canton.  
Hoiching, for Kwong-chow-wan.  
Avala, for Bangkok.

Oct. 25.  
Daitin Maru, for Swatow.  
Kohshichang, for Bangkok.  
Mahlida, for Hoibow.  
Ponglong, for Swatow.  
Quirra, for Canton.  
Kulgan, for Canton.

Oct. 26.  
Mandusan Maru, for Ocean Island.  
Chiyeun, for Shanghai.

Passengers arrived.

Per Hellerophon, from Japan—605 Chinese.  
Per Austria, from Shanghai—Mr. Butterfield.  
Per Fochow, from Singapore—Messrs. Walker and Grant, and 700 Chinese.  
Per Shoshu Maru, from Amoy—Mrs. Ford.  
Per Haimun, from Coast Ports—Capt. W. B. Brown, and 119 Chinese.  
Per Aki Maru, from Moji—Mr. P. P. Burke, Miss Anna H. Catter, Mr. L. W. Straw, Mrs. Hayward, Mr. J. J. Phillips, Mr. and Mrs. F. Breakers, Messrs. Wm. J. Byrnes, R. Tomimatsu, Misses S. Shioda, C. Katsikawa, G. Breakers, Messrs. G. R. E. Reimers, S. Torie, and Miss K. Shimoda.  
Per Yavata Maru, from Australia—Ports for Hongkong—Miss G. Cumming, Mr. M. McIlwraith, Mr. and Mrs. J. T. Paxton and infant, Miss D. M. Paxton, Master A. Paxton, Master T. Paxton, Miss E. Ruffles, Mrs. Lyons, Messrs. Miguel Velasco, Biner, Miss A. Stevens, Mr. L. J. Dill, Mr. and Mrs. W. S. Strong, Messrs. J. S. Hull and P. E. Eide, and 1 European.  
Per Nagasaki—6 Japanese.  
For Yokohama—Messrs. C. Newman, M. Hodge, Mr. and Mrs. G. Narita, Messrs. W. G. Peter, P. Marshall and D. Calder, 85 Japanese, 1 Philippine, and 1 American.  
Per Galedonia, from Hongkong from Kobe—Messrs. Laione, A. Roberts, and 2 Japanese.  
From Shanghai—Capt. Corbett Smith, General and Madame Pole-Carew, Capt. Sexton, Mr. T. Eweret, Rev. Angles, Messrs. M. Martini and Pingue, For Saigon from Kobe—Mrs. de Villeneuve.  
From Shanghai—Messrs. J. Jones, Tadokory, Ladune, Combes, and de Michel.  
From Singapore—Messrs. Chan Sia Ang, C. Carmichael, and Nghe Tun Sun.  
From Batavia from Yokohama—Mr. Gerard Von Loon.  
From Kobe—Mr. and Mrs. Miss Goldschmidt.  
For Marseilles from Yokohama—Messrs. Le Borgne, Morgue, Molet, Baliste, Emmerige and Kawamoto.  
From Shanghai—Messrs. E. C. Geddes, L. Eynard, Pic, Batherton, Decont, Mr. and Mrs. Revolt and infant, Messrs. Veillet, Chevillard, Grassis and Chesto.

Passengers departed.

Per Zefira, for Manila—C. H. Ball, Miss M. Ward, Messrs. H. Velyke, H. Schneider, Peys P. A. Esnard, F. Bamps, R. de Paund, L. Quintelier, J. Noerman, E. de Wit, J. Portelange, L. Vendelmann, R. Esquequel, A. van Laak, Mrs. T. Elizalde and 3 children, Misses Teresa Mendes, T. Gomes, Mrs. A. V. Echagoyen, Miss E. C. Echagoyen, Messrs. L. Elizalde, T. Elizalde, T. Syyp, Mrs. S. Vikale, T. Echagoyen, Messrs. R. B. Schley, G. H. Sherrard, W. A. Korb, D. C. Blucher, C. P. Cassidy, T. J. Cassidy, A. D. Williams, L. R. Johnston, S. Lopez, E. Thallo, D. B. J. Ego, Messrs. B. Richards, R. Moerow, Messrs. A. Redd, G. Feusher, Capt. G. A. Haller, Messrs. E. R. Teraham, M. J. Conney, H. C. Grogan, W. A. Dehiam, Mrs. May R. Schilling, Messrs. A. H. Shan, P. Chi, W. Holmes, E. H. Murray, Mrs. M. Davis, Messrs. O. Batt, P. Kroft, Mr. and Mrs. O. W. Hickox, Mrs. Hung Chi, Messrs. Yip Meng, Yu Poe, Kong Chip Sing, Chen Chi Poo, Yen Chi, Mrs. Chang Shih, Messrs. Tong Hin, Hu Hung Chi, Leung Heng, Lai Fun, Mrs. V. E. Jordan, Rev. and Mrs. R. White and infant, Messrs. J. B. Cutler, D. W. Jancey, Mrs. M. E. James and 2 children.

Shipping Reports.

Str. Orie, from Moji.—Fine throughout with moderate N.E. winds.  
Str. Haimun, from Coast Ports.—Moderate to high winds and fine.  
Str. Kwango, from Newchwang and Chefoo.—Light to moderate N.E. monsoon.  
British Cruiser Kent, from Weihaiwei.—Called at Saddle Islands, 2nd Oct. and left same day. Good weather was experienced during voyage.  
Str. Fochow, from Singapore.—Experienced fine weather and light winds to Marchesfuf bank thence fresh N.E. wind—moderate sea, and fine clear weather to port.

Steamers Expected.

Vessel	From	Agents	Date
Kumano Maru	Meji	N. Y. K.	Oct. 27
Somali	Singapore	T. & Co.	Oct. 28
Danbighshire	Singapore	T. & Co.	Oct. 28
Empire of Japan	Shanghai	C. P. R. Co.	Oct. 29
Vakasa Maru	Singapore	N. Y. K.	Oct. 29
Wakasa Maru	Singapore	N. Y. K.	Oct. 29
Laissang	Singapore	N. Y. K.	Oct. 30
Moyori Maru	Singapore	N. Y. K.	Oct. 30
Sithoua	Singapore	H. A. L.	Oct. 30
Benary	Singapore	C. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 1
Prinz Ludwig	Colombo	M. & Co.	Nov. 1
Yeloshi Maru	Bombay	N. Y. K.	Nov. 1
Manila	Singapore	M. & Co.	Nov. 1
Lennox	Vancouver	C. P. R. Co.	Nov. 18

## VESSELS IN PORT.

Steamers.	Arrivals.
Avala, Br. s.s., 376, Hume, 10th Oct.,—Philadelphia 15th Aug., and Sabang 30th Sept.; Keroline Oil.—S. O. Co.	
Bombay, Fr. s.s., 997, Le Bail, 12th Oct.,—Saigon 24th Oct., Gen.—Man Fat.	
Chiyun, Br. s.s., 1,171, C. Tewart, 24th Oct.,—Canton 23rd Oct., Gen.—C. M. S. N. Co.	
Glenfarg, Br. s.s., 2,350, H. W. L. Holman, 24th Oct.,—Shanghai 18th Oct., Gen.—C. P. R. Co.	
Hailan, Fr. s.s., 475, O. Hög, 19th Oct.,—Hoibow 18th Oct., Gen.—A. R. M.	
Hikosan Maru, Jap. s.s., 2,307, M. Matsuda, 23rd Oct.,—Mojito 17th Oct., Gen.—M. B. K.	
Hopang, Br. s.s., 1,350, J. M. Hay, 17th Oct.,—Sourabaya 4th Oct., and Palo Laut 7th Oct.,—J. M. & Co.	
Keong, Br. s.s., 1,100, J. K. S. K. S. K., 19th Oct.,—Bangkok and Swatow 9th Oct., Rice and Oil.—B. & S.	
Lapetes, Br. s.s., 1,110, C. Frampton, 12th Oct.,—Saigon 7th Oct., Gen.—Wo Fat Sing.	
Landrat Scherff, Ger. s.s., 1,012, Y. Grandt, 11th Oct.,—from Salina Cruz and Yokohama, Ballas.—C. S. S. Co.	
Mera, Br. s.s., 1,508, E. Uddall, 23rd Oct.,—Singapore and Java 16th Oct., Sugar.	
Nanshan, Br. s.s., 1,267, A. Jones, 18th Oct.,—Saigon 14th Oct., Rice and Gen.—B. & Co.	
Onang, Br. s.s., 1,787, F. Wheeler, 15th Oct.,—Mojito 9th Oct., Coal.—J. M. & Co.	
Pine Sigitmund, Ger. s.s., 1,844, D. Lenz, 16th Oct.,—Sydney 22nd Sept., and Manila 13th Oct., Gen.—M. & Co.	
Ragnar, Nor. s.s., 1,220, Augensen, 13th Oct.,—Rajang 5th Oct., Timber.—Aagaard, Thoresen & Co.	
Sierra Blanca, Br. s.s., 3,338, H. de Gruchy, 20th Sept.,—Manila (Hoilo) 17th Sept.,—Tokio.	
Sui Sang, Br. s.s., 1,776, W. D. Welch, 18th Oct.,—Chefoo 24th Sept., Ballas.—J. M. & Co.	
Taming, Br. s.s., 1,370, A. Somerville, 23rd Oct.,—Manila 20th Oct., Gen.—B. & S.	
Tango Maru, Jap. s.s., 4,677, Wm. Thompson, 18th Oct.,—Shanghai 15th Oct., Flour, Milk and Lumber, &c.—N. Y. K.	
Tonyo Maru, Jap. s.s., 7,265, E. Beni, 23rd Oct.,—San Francisco 25th Sept., Honolulu 2nd Oct., Yokohama 24th, Kobe 10th, Nagasaki 19th, and Shanghai 21st, Gen.—T. K. K.	
Tjilatjap, Br. s.s., 2,476, P. J. von Emmerick, 23rd Oct.,—Macassar 9th Oct., Gen.—J. C. J. L.	
Wongkoi, Br. s.s., 1,115, W. Reher, 22nd Oct.,—Bangkok 11th Oct., and Kohshichang 15th, Rice and Gen.—B. & S.	
Yelofori Maru, Jap. s.s., 4,168, K. Sato, 14th Oct.,—Mojito 19th Oct., Coal.—N. Y. K.	

## CHINA COAST METEOROLOGICAL REGISTER.

Bar.	Th.	Hu.	Wind.	Wx.
Vladivostok, 7 a.m.	30.41	55	SE	2
Nemuro, 7 a.m.	30.41	55	SE	2
Hakodate, 7 a.m.	30.41	55	SE	2
Kochi, 7 a.m.	30.41	55	SE	2
Nagasaki, 7 a.m.	30.41	55	SE	2
Kagoshima, 7 a.m.	30.41	55	SE	2
Oshima, 7 a.m.	30.41	55	SE	2
Naha, 7 a.m.	30.41	55	SE	2
Ishigakijima, 7 a.m.	30.41	55	SE	2
Bonin Is., 7 a.m.	30.41	55	SE	2
Chefoo, 7 a.m.	30.41	55	SE	2
Weihaiwei, 7 a.m.	30.41	55	SE	2
Hankow, 7 a.m.	30.41	55	SE	2
Kiunkang, 7 a.m.	30.41	55	SE	2
Shanghai, 7 a.m.	30.41	55	SE	2
Guangzhou, 7 a.m.	30.41	55	SE	2
Swatow, 7 a.m.	30.41	55	SE	2
Taihou, 7 a.m.	30.41	55	SE	2
Taipei, 7 a.m.	30.41	55	SE	2
Tainan, 7 a.m.	30.41	55	SE	2
Koshun, 7 a.m.	30.41	55	SE	2
Pescadores, 7 a.m.	30.41	55	SE	2
Canton, 7 a.m.	30.41	55	SE	2
Hongkong, 7 a.m.	30.41	55	SE	2
Victoria Peak, 7 a.m.	30.41	55	SE	2
Gup Rock, 7 a.m.	30.41	55	SE	2
Macao, 7 a.m.	30.41	55	SE	2
Hibow, 7 a.m.	30.41	55	SE	2
Pathe, 7 a.m.	30.41	55	SE	2
Tourneville, 7 a.m.	30.41	55	SE	2
O. St. James, 7 a.m.	30.41	55	SE	2
Aoarri, 7 a.m.	30.41	55	SE	2
Malulu, 7 a.m.	30.41	55	SE	2
Legaspi, 7 a.m.	30.41	55	SE	2
Bacolod, 7 a.m.	30.41	55	SE	2
Ililo, 7 a.m.	30.41	55	SE	2
Cebu, 7 a.m.	30.41	55	SE	2
Labuan, 7 a.m.	30.41	55	SE	2

## October 26th, 1908, a.m.

Vladivostok, 7 a.m.	30.41	55	SE	2
Nemuro, 7 a.m.	30.41	55	SE	2
Hakodate, 7 a.m.	30.41	55	SE	2
Kochi, 7 a.m.	30.41	55	SE	2
Nagasaki, 7 a.m.	30.41	55	SE	2
Kagoshima, 7 a.m.	30.41	55	SE	2
Oshima, 7 a.m.	30.41	55	SE	2
Naha, 7 a.m.	30.41	55	SE	2
Ishigakijima, 7 a.m.	30.41	55	SE	2
Bonin Is., 7 a.m.	30.41	55	SE	2
Chefoo, 7 a.m.	30.41	55	SE	2
Weihaiwei, 7 a.m.	30.41	55	SE	2
Hankow, 7 a.m.	30.41	55	SE	2
Kiunkang, 7 a.m.	30.41	55	SE	2
Shanghai, 7 a.m.	30.41	55	SE	2
Guangzhou, 7 a.m.	30.41	55	SE	2
Swatow, 7 a.m.	30.41	55	SE	2
Taihou, 7 a.m.	30.41	55	SE	2
Taipei, 7 a.m.	30.41	55	SE	2
Tainan, 7 a.m.	30.41	55	SE	2
Koshun, 7 a.m.	30.41	55	SE	2
Pescadores, 7 a.m.	30.41	55	SE	2
Canton, 7 a.m.	30.41	55	SE	2
Hongkong, 7 a.m.	30.41	55	SE	2
Victoria Peak, 7 a.m.	30.41	55	SE	2
Gup Rock, 7 a.m.	30.41	55	SE	2
Macao, 7 a.m.	30.41	55	SE	2
Hibow, 7 a.m.	30.41	55	SE	2
Pathe, 7 a.m.	30.41	55	SE	2



